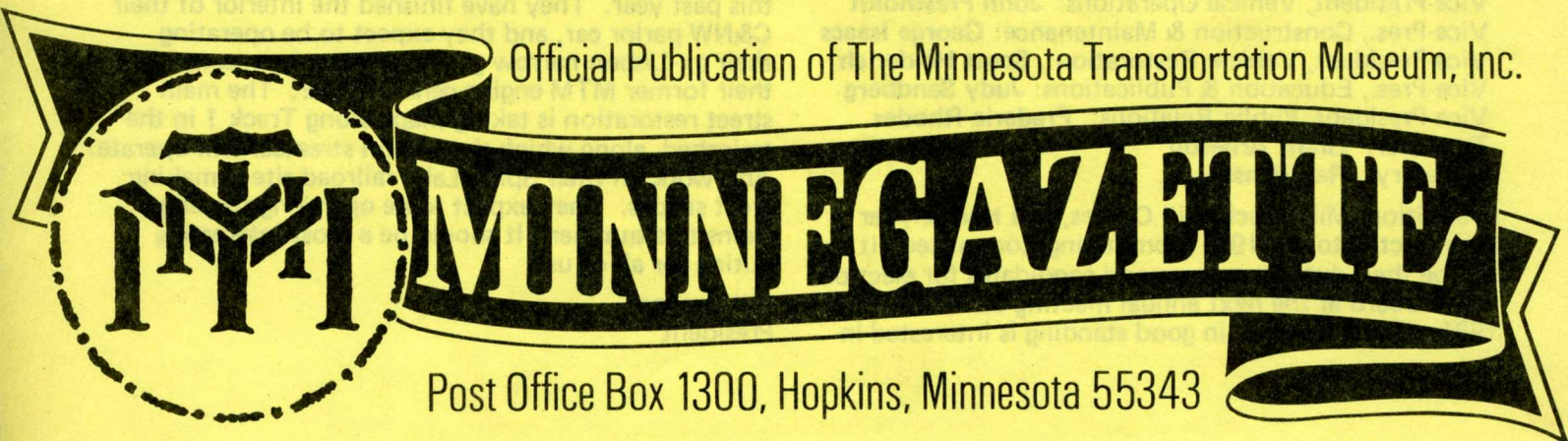




Linden Hills Station, Twin Cities Lines, c. 1900 (Photo)

Official Publication of The Minnesota Transportation Museum, Inc.



ABOUT THE COVER

Picture this quaint little station at 42nd and Queen as a souvenir shop and token distribution center for MTM's Como-Harriet Streetcar Line. This structure once stood on the very site of our Lake Harriet boarding platform.

According to **The Electric Railways of Minnesota**, the Minneapolis Street Railway Company constructed this station in 1887 and operated it under an agreement with the Minneapolis Park Board. It was built to serve the narrow gauge steam motor line which ran between downtown Minneapolis and Minnetonka. The line was electrified on May 24, 1891.

The station was short lived, however, as it was destroyed by fire a few years later and replaced by a much larger waiting station/loading platform.

(Photo courtesy of the Minnesota Historical Society)

NOTICE OF GENERAL MEMBERSHIP MEETING

The next general membership meeting is at 8:00 pm on Tuesday, April 8 at the Northern States Power (NSP) auditorium at 414 Nicollet Mall in downtown Minneapolis. Other membership meetings scheduled for the coming year are on:

May 20 August 26 October 14 December 9
and the next annual meeting on January 13, 1981.

Keep these dates in mind in the event that you do not receive your Minnegazette shortly before the meeting. If you do not receive your Minnegazette in time, call a board member for the location and time of the meeting.

1980 MTM OFFICERS ELECTED

The following MTM members were elected to one-year terms as officers of the Minnesota Transportation Museum for 1980 at the annual meeting on January 15.

President: **William Graham**
Executive Vice-President: **Robert Ball**
Vice-President, Vehicle Operations: **John Prestholdt**
Vice-Pres., Construction & Maintenance: **George Isaacs**
Vice-President, Vehicle Restoration: **Scott Heiderich**
Vice-Pres., Education & Publications: **Judy Sandberg**
Vice-President, Public Relations: **Frederic Rhodes**
Treasurer: **Grant Arneson**
Secretary: **Ray Bensen, Jr.**

In addition, Mike Buck, Bill Cordes, and Ken Snyder were elected to the 1981 Nominating Committee. It will be their duty to recommend candidates for election to the board at the next annual meeting on January 13, 1981. If any member in good standing is interested in

becoming a board member in any of the above positions in 1981, please contact one of the Nominating Committee members.

Our thanks to resigning board members Ray Bensen, Sr., Mike Buck, and Ken Snyder for a job well done in 1979. We look forward to having you serve the board again.

PRESIDENT'S MESSAGE

On January 30, 1980, the Le Center Terminal Railway Company placed an offer to buy the Milwaukee's line between Montgomery and Le Center, for joint operation by MTM and their company. While the Milwaukee has refused that offer, the difference between the two figures is narrowing. It still is too early to predict success, but I am fairly optimistic that the sale can be concluded. A point in our favor is that the bankruptcy court hopes to speed up the liquidation of surplus Milwaukee property. I hope to be able to report the outcome of this at the April 8 membership meeting.

Our bid for Rock Island suburban coaches has been rejected without explanation. We are trying to find out who was able to buy the cars and whether one or two of them might yet be available. We also will be looking at other possible sources of coaches.

When John Prestholdt calls to ask you to join his operating crew at the Como-Harriet Streetcar Line, please say "yes!" Last year we were able to build up to 47 qualified operators, and I hope we can do it again this year. Having more operators helps spread the work around, and makes it more enjoyable for everyone. The gasoline situation has not improved much since last summer, and with good weather, that means there will be more people than ever at the lake. It might also mean that we will be able to break our 1977 all-time record for Como-Harriet passengers.

I hope to see all of you aboard our annual Amtrak excursion to Duluth on May 3. The Lake Superior Museum of Transportation has done some great things this past year. They have finished the interior of their C&NW parlor car, and they expect to be operating their ex-Lisbon narrow gauge streetcar by means of their former MTM engine-generator car. The main street restoration is taking shape along Track 1 in the trainshed, along which the Lisbon streetcar will operate. And work on their Spirit Lake railroad site is making great strides. They expect to be operating passenger trains this summer. It should be a most interesting outing for all of us.

Bill Graham
President

LIGHT RAIL TRANSIT HERE?

The decade of the 1980s came in with a bang in the Twin Cities as the possibility of light rail transit as a solution to metropolitan traffic congestion was discussed in many places. There was more said about LRTs in January than in the previous 10 years.

Spring Hill Conference

On January 9 and 10, several metropolitan area groups sponsored a conference at the Spring Hill Center in Orono to generate enthusiasm for light rail transit. The meeting was attended by many elected officials including mayors and legislators. Directors of light rail systems in San Diego, Edmonton, Alberta, and Portland, Oregon spoke at the conference.

The meeting clarified the term "light rail" as being a highly-improved version of the streetcar which runs in single or multiple units, usually on a private right-of-way or lane. Light rail is less expensive to build than "heavy rail". San Francisco's BART or Washington, D. C.'s new Metro system are examples of "heavy rail" systems.

The LRTs biggest advantage, it was stressed, is its use of electricity rather than diesel power. LRTs also can carry up to five times as many passengers as a conventional bus with just one driver.

It was not suggested that LRTs replace the bus, but instead be part of a total transit plan where buses feed the high-density LRT corridor lines.

To make light rail transit a distinct advantage over buses or the old streetcar lines though, is the fact that all proposed lines would run on their own right-of-way, unhampered by vehicular traffic. Six possible "kitchen-table" major corridors proposed include:

1. A route along Hiawatha Av. between downtown Minneapolis and MSP International Airport, a route which also would skirt the new 65,000-seat domed stadium on the edge of the loop, scheduled to open in 1982. MTC has estimated that as much as one-third of its 1,000 bus fleet might be needed to help clear out a sold-out event. The vacant Milwaukee Road depot was mentioned as a possible LRT terminal.
2. The hotly-debated Highway 12 (Wayzata Blvd.) corridor from downtown Minneapolis west to Interstate 494 which currently is being discussed as a major freeway.
3. A route along Interstate 94 between downtown St. Paul and downtown Minneapolis.
4. Another route between the two downtowns using University Av., currently the most densely travelled route on the MTC system.
5. A route along W. 7th St. from downtown St. Paul to MSP International Airport.
6. A southwest corridor using the existing Chicago & Northwestern Railway trackage from downtown Minneapolis to Hopkins.

George Isaacs displayed a large HO model layout of an operating LRT unit running on a section of Hiawatha Av. near Minnehaha Park.

Is light rail transit in the Twin Cities' future? The consensus after the conference was that the idea at least deserves future consideration. In 1976, the Metropolitan Council adopted a policy preventing any planning of fixed-rail transit before 1990. The council, which was one of the conferences' sponsors, would have to change its policy if there is to be further discussion of light rail for the area. Nine cities now have some sort of fixed-rail system and another 22 cities are considering it. Time will tell if the Twin Cities will be added to the list.

TV Debate

George Isaacs and Dave Graven, chairman of the Transportation Advisory Board of the Metropolitan Council engaged in a lively debate on the pros and cons of LRTs for the Twin Cities on Art Naftalin's "Minnesota Issues" program on KTCA-TV January 28. The half-hour program could have gone on for hours as both speakers had time to only begin to get into the hard facts of this issue.

TCRT History Reviewed

On January 30, inspired by talk of an LRT system here, the Minneapolis Tribune published a two-page report on the demise of the nation's finest streetcar system as it reviewed the happenings of Twin City Rapid Transit Company from 1949 to 1955. Tribune reporters Roberta Walburn and Steve Berg did a fine job researching old newspaper microfilms and TCRT records for two months to tell the story to the estimated two-thirds of the population who were too young to remember.

The story covered the people, the outside influences, the companies which would benefit from conversion, and the transportation trends of the early 1950s which all combined to bring streetcar operation to an end here in 1954. It is definitely worth a look if you can get ahold of a back copy.

ANNUAL QUESTIONNAIRE COMING

It is March, and that means that spring is not too much further around the corner. It also means it is time for the annual survey (questionnaire) of the membership for volunteer service to the Museum for 1980. This survey is sent to all members in the greater Twin City area, and all recipients are requested to return the completed form as soon as possible in the enclosed envelope. As most of you know, your elected officers work hard to keep the Museum moving on several fronts, but it is you . . . the volunteer member . . . putting in your time in each activity that you can, that actually makes the Museum go. If we had let "George" do it all through the past 10 years, he'd be in an old age home or worse now, and we would not be anywhere near to the completion of Museum goals that we are today. Please be generous with your offer of time and labor, and also honest. In other words, follow through with the volunteering when you are called upon.

Scott Heiderich
Vice President, Vehicle Restoration

CARBARN FUND APPEAL MEETS GOAL

The Carbarn Fund campaign to raise \$4,000 in order to meet the \$2,000 challenge grant by MTM member Goodrich Lowry was an unqualified success. A total of \$5,518 was donated to the Carbarn Fund by MTM members, four foundations, and several banking and commercial institutions and numerous private citizens.

About one-half of the money donated came from MTM members, a credit to the people who make up our museum.

As chief tin cup shaker for this appeal, I want to thank you, the museum membership, and any other person who reads this Minnegazette and contributed, for your support.

Sincerely, George K. Isaacs

MTM ON DISPLAY

Although car No. 1300 has been out of sight for several months, MTM has kept its image before the public at various model railroad shows and exhibits, and through the media.

- October - The St. Paul Dispatch devoted nearly a full page to the Como-Harriet Streetcar Line - a great pictorial story.
- November - MTM had its audio-visual display at the annual Woodcraft Model Railroad Show at Har Mar Mall in Roseville.
- December - MTM presented its slide show to a chapter of the Kiwanis Club in northeast Minneapolis. MTM members and authors Goodrich Lowry (*Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company*) and Russell Olson (*The Electric Railways of Minnesota*) were among the Minnesota authors honored at a holiday season tea sponsored by the Friends of the Minneapolis Library on December 7.
- February - MTM again was represented at Northtown Center's annual model railroad show.



Bill Cordes was one of many MTM members who staffed the MTM exhibit at the Har Mar Mall show (photo by Dave Norman).

1980 WORK PROGRAM AT LAKE HARRIET

As soon as the snow melts and the sap begins to flow again, we will be starting work at the Lake Harriet site. If all goes well, we would like to accomplish the following:

1. Wire the new carbarn.
2. Put up the overhead wiring on the passing siding at 42nd St. and the carbarn siding.
3. Finish grading and seeding the area behind the retaining wall of the new carbarn.
4. Install 30 feet of runout track at the north end of the line.
5. Improve drainage at the rear of the old carbarn and brick in the walk under Linden Hills bridge.
6. Brick in areas in front of the old and new carbarns.
7. Landscape and seed along the north end of the line.
8. Install drain pipes in the wet sections of track.
9. Routine track maintenance - a must!
10. Set up a work shop for streetcar maintenance in the new carbarn.

We can do all of this with your help when scheduled for a work crew. This year I hope we can get by with a work crew every other Saturday after streetcar operations begin at Lake Harriet. Prior to that time, crews will be scheduled every Saturday.

When you receive your questionnaire, please return it promptly and if you volunteer, do! If not, please say no!

George Isaacs, Vice President
Construction & Maintenance

JULIE R. HEMAK, RAILFANNETTE

Julie R. Hemak, a "Railfannette" and MTM member for many years, passed away January 29 at the age of 63 after a long illness. We express our sympathy to her husband, John, also a member, who wrote us about her experiences travelling this continent by rail.

Since riding the Duluth Incline on their honeymoon, she had ridden four-fifths of all the main railroads, streetcar lines, elevateds, subways, and interurbans in the United States, Mexico, and eastern Canada (including CA&E, Mexico, Montreal, Toronto, PE, North Shore, and Pennsylvania lines). Julie crossed 12 different border getaways between the U.S. and Mexico and rode three-fourths of the narrow gauge lines in her 15 trips to Mexico. She also rode the Inclines in Cincinnati, Dubuque, Pittsburgh, and South Dakota plus any narrow gauge, monorail, or remaining streetcar lines. She had two training sessions in operating a streetcar in Toronto and wanted to learn the controls of "1300" with her grandchildren as passengers. Julie co-edited the old "Cinders & Sparks" newsletter for two years.

Shortly before her confinement in 1976, Julie "Amtrak'd" the four corners (Boston, Miami, San Diego, Seattle, and home) in two weeks. Her last railfan stint was to "tend" Minnehaha Depot last Memorial Day to start the season. John would like to nominate Julie as "Queen Railfannette" until her record is broken!

NO MORE MINNEGAZETTES!

We are sorry to report that there will be no more Minnegazettes delivered to those members who do not send in their dues for the 1980 calendar year. These members will not be receiving any of the news, stories, or rare, unpublished photographs that you just don't see anywhere else but in the Minnegazette.

Of course, if you send in your dues, you will continue to receive your Minnegazette six times a year. You will be reading about the arrival of Duluth streetcar No. 265 at Lake Harriet, the railroad site and western extension progress, and a few other surprises in the coming year (many that even we don't know about yet). So to be sure that you keep up to date with the exciting happenings of the MTM, send in your membership dues today (see membership flyer printed in cancellation pink for details). 1980 promises to be one of our biggest years!

There also seems to be some confusion among some of the members in regard to our dues notice system. We insert a dues notice sheet in every Minnegazette envelope, even if you have paid your dues. The Minnegazette and all additional sheets inserted in the envelope are handled on a mass production basis, so everybody gets everything. Check your membership card to see if you are current in your dues payment, or contact me by phone or mail for clarification. Members who send in too much dues simply are sent a new membership card extending their membership.

This issue of the Minnegazette contains the final notice of dues for 1980. Those of you who are not paid up through December 31, 1980, must send in your dues by the editor's deadline for the May-June Minnegazette or you will be taken off the mailing list and dropped from the membership roll. Contact me if you have any questions.

Scott Heiderich
1966 Portland Avenue
St. Paul, MN 55104
(612) 645-3333

NEWS FROM THE COMO SHOPS

It is still cold outside as this is written, but a number of members are still coming to the Como Shops every Wednesday night (6:30 till 10:00) and often on Saturdays. We have a warm (60°F) work room, a warm No. 265 (60°F+), and a warm enclosed steam engine (35°F+) to work on. We need more workers. The temperature is reasonable and we certainly have lots to work on so come on out. If you can't find anything to do, see me and we'll put you to work. We have several other projects going . . . a caboose restoration, a parlor car restoration, and some general shop work of importance to all projects. If you plan on coming out on a Saturday, contact me or Bob Renz or Loren Martin to see if someone will be there on that given Saturday. Wednesday nights we are always open.

One other point I'd like to make about the Como Shops . . . we have a large supply of various tools and equipment that can be useful at home at times, but if you have it at home, we can't use it at the shops. Anybody who desires to use a tool away from the Como Shops building must receive my permission before taking the tool or equipment home. I'm sure George Isaacs feels similarly about tools and equipment at the Como-Harriet Streetcar Line. We can't afford to hold up our projects to look for tools we can't find because somebody we don't know about has them at home. Please cooperate and you-all come on out to the "shops".

Scott Heiderich
Vice President, Vehicle Restoration

"1300" DESTINATION ROLL SIGNS

Have you ever wondered what other destinations are printed on car No. 1300's destination signs? We have, and so has our riding public. Many of our riders have asked if a certain street was listed on our signs and we really didn't know.

We cranked through one of the roll signs and jotted down the 30 destinations which 1300 served during her final years of active service in the early 1950s. This summer, we'll place a copy of this destination list aboard 1300 to give our riders this information.

The destinations:

FAIR GROUNDS
CHARTERED
SPECIAL
NOT IN SERVICE
EAST MPLS. STATION
LOOP
COMO-HARRIET
COMO-HARRIET TO 50TH
COMO-HARRIET TO 54TH
COMO-HOPKINS
COMO TO MPLS. LOOP
COMO AVE. TO EUSTIS
OAK-HARRIET
OAK-XERXES
PLYMOUTH-E. 25TH-FORD PL.
PLYMOUTH-E. 25TH TO 45TH
PLYMOUTH-E. 25TH TO 41ST
E. 25TH STREET
BRYANT-JOHNSON
BRYANT TO 38TH
BRYANT TO 56TH
BRYANT TO 54TH-PENN
LYNDALE TO LAKE
GRAND-MONROE
NICOLLET TO 32ND
BLOOMINGTON-COL. HTS.
BLOOMINGTON-CENTRAL
CENTRAL TO 40TH
BLOOMINGTON TO LAKE
BLOOMINGTON TO 38TH
EAST MPLS. STATION
INTER CAMPUS SPECIAL

LET'S TRACK IT TO DULUTH!

Reserve Saturday, May 3 for the 3rd Annual MTM/Amtrak excursion to Duluth. This all-day tour is always one of the purely fun highlights of the year.

We'll leave Midway Depot at 7:50 am and return at 9:35 pm. We'll spend 6½ hours in Duluth sightseeing, shopping, eating at one of many nearby restaurants, and touring the superb Lake Superior Museum of Transportation and Industry. The museum members hope to have their Portuguese tram in operation for our visit. Since the Union Depot is located downtown, everything is within easy walking distance.

This is our latest date yet for this trip which should assure us of better weather. Daylight savings time also will be in effect thus giving us a longer daylight trip back home. Amtrak again will provide us with our own coach and possibly a separate dinette coach. Join us! See the blue flyer for details and mail your reservations to Bill Graham not later than April 21.

DULUTH-TO-CHICAGO SCHEDULES

Speaking of the Duluth trip, Bill Marshall supplied us with some old schedules showing the comparison of the Duluth-to-Chicago runs in 1943, 1952, and 1979.

Many of our MTMers experience in the Railway Mail Service total over 100 years. Although Bill Marshall was a telegrapher and CTC designer, and never a Railway Postal Clerk, he is the only person in the United States to catch "mail" in a home made catcher pouch on a home made mail crane using a home made catcher arm mounted on a bicycle!!! At age 13.



(1979 times shown in bold face type)
(Time, railroad, schedule date)

Lv Duluth	8:00a (GN) (4-23-43)	8:25a (NP) (11-7-43) 12:20p	4:30p (GN) (4-25-43) 8:00p	5:00p (CStPM&O) (6-13-43)	6:00p (Amtrak) (10-28-79) 9:35p	8:15p (CStPM&O) (6-13-43)	11:30p (NP) (4-25-43) 5:55a
Ar St. Paul	-	12:55p (Milw.) (9-28-52*)	10:20p (CB&Q) (7-11-43)	-	10:15p	-	8:30a (Milw.) (8-29-43)
Ar Mpls.	11:35a	-	-	-	-	-	-
Lv Mpls.	12:01p (C&NW) (11-16-52*)	-	-	-	-	-	-
Ar Altoona	-	-	-	10:10p	-	12:35p	-
Lv Altoona	-	-	-	10:45p (CStPM&O) (C&NW) (7-18-43) 6:30a	-	1:30a (CStPM&O) (C&NW) (7-18-43) 8:15a	-
Ar Chicago	?	?	7:30a	6:30a	7:10a	8:15a	3:00p
Lv Chicago	2:45p (C&NW) (CStPM&O) (7-18-43)	6:00p (C&NW) (CStPM&O) (7-18-43) 2:20a	9:45p (C&NW) (CStPM&O) (7-18-43) 4:53a	10:30p (Amtrak) (10-28-79)	9:45p (C&NW) (CStPM&O) (7-18-43)	-	? (CB&Q) (11-16-52*)
Ar Altoona	-	2:37a (C&NW) (CStPM&O) (6-13-43)	6:10a (C&NW) (CStPM&O) (6-13-43)	-	-	-	-
Lv Altoona	-	-	-	-	-	-	-
Ar Mpls.	-	-	-	-	-	-	-
Lv Mpls.	-	-	-	-	-	-	-
Ar St. Paul	9:15p	-	-	7:15a	7:35a	-	3:00p
Lv St. Paul	11:59p (NP) (11-7-43)	-	-	7:50a	8:00a (GN) (4-25-43) 11:58a	8:15a (NP) (11-7-43) 12:15p	4:30p (GN) (4-25-43) 8:00p
Ar Duluth	6:30a	7:45a	11:30a	11:35a	11:58a	12:15p	8:00p

All 1943 schedules are from the Railway Mail Service timetable of 1943. It is known that non-mail train schedules in 1943 (similar to those of 1952 marked *) also existed to provide additional connections.



MINNESOTA STREETCAR MUSEUM

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August 2021

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